

have dropped 21 percent in just 10 days. The reason: 55 National Guardsmen on the border. Even though the Guard was sent to the border in a support role and as a publicity stunt to appease Americans, they are deterring illegal entry into the United States.

The Mexican media, taking a page out of the New York Times and their hatred for the U.S. military, has so exaggerated the truth and alarmed the Mexican illegals about the National Guard, the crossings have decreased dramatically.

The fear that the National Guard is portrayed like their own corrupt military has slowed illegal entry, you know, that Mexican military machine that is on the southern Mexican border that reportedly "rapes, robs and beats Hondurans and Guatemalans that are just trying to do jobs that Mexicans won't do."

If 55 Guardsmen can reduce the number of illegals by 21 percent, just think what would happen if we used more Guardsmen on the border front.

Those who say we cannot stop the invasion so we ought to surrender our soil are underestimating the American National Guard.

And that's just the way it is.

COMMUNICATION FROM THE CLERK OF THE HOUSE

The SPEAKER pro tempore laid before the House the following communication from the Clerk of the House of Representatives:

OFFICE OF THE CLERK,
HOUSE OF REPRESENTATIVES,
Washington, DC, June 26, 2006.

Hon. J. DENNIS HASTERT,
Speaker, House of Representatives,
Washington, DC.

DEAR MR. SPEAKER: Pursuant to the permission granted in Clause 2(h) of Rule II of the Rules of the U.S. House of Representatives, the Clerk received the following message from the Secretary of the Senate on June 23, 2006, at 1:36 p.m.:

That the Senate passed without amendment H.R. 5603.

That the Senate passed without amendment H.R. 5403.

That the Senate passed S. 2370.

With best wishes, I am

Sincerely,

KAREN L. HAAS,
Clerk of the House.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote is objected to under clause 6 of rule XX.

RECORD votes on postponed questions will be taken after 6:30 p.m. today.

CORRECTING THE ENROLLMENT OF H.R. 889

Mr. YOUNG of Alaska. Mr. Speaker, I move to suspend the rules and concur

in the Senate concurrent resolution (S. Con. Res. 103) to correct the enrollment of the bill H.R. 889.

The Clerk read as follows:

S. CON. RES. 103

Resolved by the Senate (the House of Representatives concurring), That in the enrollment of the bill H.R. 889, the Clerk of the House of Representatives shall make the following corrections:

(1) In the table of contents in section 2, strike the item relating to section 414 and insert the following:

"Sec. 414. Navigational safety of certain facilities."

(2) Strike section 414 and insert the following:

"SEC. 414. NAVIGATIONAL SAFETY OF CERTAIN FACILITIES.

"(a) CONSIDERATION OF ALTERNATIVES.—In reviewing a lease, easement, or right-of-way for an offshore wind energy facility in Nantucket Sound under section 8(p) of the Outer Continental Shelf Lands Act (43 U.S.C. 1337(p)), not later than 60 days before the date established by the Secretary of the Interior for publication of a draft environmental impact statement, the Commandant of the Coast Guard shall specify the reasonable terms and conditions the Commandant determines to be necessary to provide for navigational safety with respect to the proposed lease, easement, or right-of-way and each alternative to the proposed lease, easement, or right-of-way considered by the Secretary.

"(b) INCLUSION OF NECESSARY TERMS AND CONDITIONS.—In granting a lease, easement, or right-of-way for an offshore wind energy facility in Nantucket Sound under section 8(p) of the Outer Continental Shelf Lands Act (43 U.S.C. 1337(p)), the Secretary shall incorporate in the lease, easement, or right-of-way reasonable terms and conditions the Commandant determines to be necessary to provide for navigational safety."

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Alaska (Mr. YOUNG) and the gentlewoman from Florida (Ms. CORRINE BROWN) each will control 20 minutes.

The Chair recognizes the gentleman from Alaska.

GENERAL LEAVE

Mr. YOUNG of Alaska. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days in which to revise and extend their remarks and include extraneous material on Senate Concurrent Resolution 103.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Alaska?

There was no objection.

Mr. YOUNG of Alaska. I yield myself such time as I may consume.

Mr. Speaker, Senate Concurrent Resolution 103 clarifies the intent of the conferees that the Coast Guard review and assess the impacts of any proposed offshore energy facility on the navigation safety in Nantucket Sound and on the service's capabilities to conduct missions within and near the proposed facility.

The resolution will require the Coast Guard to establish terms and conditions that are necessary to safeguard recreational and commercial vessel traffic in Nantucket Sound before any draft environmental impact statement is made available for public review.

The resolution also provides that these terms and conditions will be incorporated into the requirements of any lease that is granted for the construction of a proposed offshore facility.

This provision will allow us to develop offshore alternative energy resources in a way that does not jeopardize the safety and security of the maritime community in Nantucket Sound.

I urge my colleagues to support this concurrent resolution and to support the underlying resolution.

Mr. Speaker, I reserve the balance of my time.

Ms. CORRINE BROWN of Florida. I yield myself such time as I may consume.

Mr. Speaker, this resolution will make changes to the Coast Guard conference report that reflects the compromise agreement that was worked out concerning the Cape Wind project.

It will allow the Commandant of the Coast Guard to set the terms and conditions on any leasing of Federal waters in Nantucket Sound that may be necessary to protect navigational safety. For example, over 3 million passengers ride ferries that transit through Nantucket Sound, and it is vitally important to protect the navigational safety of those vessels.

Recent emergencies have reminded us once again why a well-funded and fully operational Coast Guard is paramount for protecting the citizens of this Nation.

The 2006 Coast Guard and Maritime Transportation Act conference report has been delayed for far too long. We are all glad to see that a fair agreement based on navigational safety has been worked out and that this bill will now move to the President's desk for signature.

I encourage all my colleagues to support this fair resolution and support full funding for the Coast Guard.

Mr. Speaker, I reserve the balance of my time.

Mr. YOUNG of Alaska. At this time I yield whatever time he may consume to the gentleman from North Carolina (Mr. COBLE).

Mr. COBLE. I thank the gentleman from Alaska, the distinguished chairman of the full committee.

Mr. YOUNG, I want to commend you and Mr. LOBIONDO, the distinguished gentleman from New Jersey, for having chaired the full committee and the Coast Guard subcommittee, along with your respective ranking members, Mr. OBERSTAR, the gentleman from Minnesota; and Mr. FILNER, the gentleman from California. You all have done notable work.

Chairman YOUNG, you and I have talked about this before, but I believe the U.S. Coast Guard probably more than any other Federal entity assumes additional duties time after time without corresponding increased appropriations. I told the Commandant the other day, Admiral Allen, I said, You must

have a magic wand down there, because you all continue to discharge duty after duty, oftentimes newly assigned duties, with the same amount of money. And I don't know how they do it, but they do.

I thank the gentleman for yielding.

Ms. CORRINE BROWN of Florida. Mr. Speaker, I yield back the balance of my time.

Mr. YOUNG of Alaska. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Alaska (Mr. YOUNG) that the House suspend the rules and concur in the Senate concurrent resolution, S. Con. Res. 103.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the Senate concurrent resolution was concurred in.

A motion to reconsider was laid on the table.

CONFERENCE REPORT ON H.R. 889, COAST GUARD AND MARITIME TRANSPORTATION ACT OF 2006

Mr. YOUNG of Alaska. Mr. Speaker, I move to suspend the rules and agree to the conference report on the bill (H.R. 889) to authorize appropriations for the Coast Guard for fiscal year 2006, to make technical corrections to various laws administered by the Coast Guard, and for other purposes.

The Clerk read the title of the bill.

(For conference report and statement, see proceedings of the House of April 6, 2006 at page H1640.)

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Alaska (Mr. YOUNG) and the gentleman from Florida (Ms. CORRINE BROWN) each will control 20 minutes.

The Chair recognizes the gentleman from Alaska.

GENERAL LEAVE

Mr. YOUNG of Alaska. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 889.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Alaska?

There was no objection.

Mr. YOUNG of Alaska. I yield myself such time as I may consume.

Mr. Speaker, I rise in strong support of H.R. 889, the Coast Guard and Maritime Transportation Act of 2006.

This bill authorizes \$8.7 billion in funding for the Coast Guard, including \$1.6 billion for the recapitalization of Coast Guard vessels, aircraft and support systems.

Funding at this level would result in the acceleration of the Deepwater program and would provide a new, more capable fleet to support the Coast Guard's many traditional and homeland security missions.

The conference report also includes provisions related to Coast Guard's response in the regions that were af-

ected last year by Hurricanes Katrina and Rita, and the impacts of the storms on the maritime industry.

The conference report also requires safety inspection for passenger ferries, makes it easier to prosecute illegal drug smugglers, encourages the construction and use of U.S. flag liquefied natural gas vessels, enhances maritime security by increasing penalties for violations of the Maritime Transportation Security Act, and adjusts oil spill liability limits for the first time since the Oil Pollution Act was passed in 1990.

H.R. 889 also includes legislation passed by the House as H.R. 1412, the Delaware River Protection Act.

This bill was introduced by the Coast Guard Subcommittee chairman, our colleague from New Jersey, Mr. FRANK LOBIONDO. I commend him for his hard work on this measure.

H.R. 889 is a truly bipartisan bill and deserves the support of each Member of this House.

Mr. Speaker, I reserve the balance of my time.

Ms. CORRINE BROWN of Florida. I yield myself such time as I may consume.

Mr. Speaker, I want to thank Chairmen YOUNG and LOBIONDO and Ranking Members OBERSTAR and FILNER for their hard work in bringing this conference report to the floor. It has been a long time coming, and I am glad to see the finish line ahead.

Every time this country faces an emergency, the Coast Guard is the first agency on the scene. The Coast Guard was the first agency to react to the terrorist attacks on September 11 and within minutes was guarding our ports and bridges and directing maritime traffic out of New York. They were also the only agency in the Bush administration to actually do their job during the devastation of Hurricane Katrina. That is worth repeating: they were the only agency in the Bush administration to actually do their job during the devastation of Hurricane Katrina. And they are still in the gulf region supporting the recovery effort.

They respond to these emergencies all while completing their core missions of search and rescue, drug interdiction, and enforcing maritime and fisheries laws.

Fortunately, the Transportation Committee realizes how important the Coast Guard is and has once again stepped up to the plate and provided the Coast Guard the true amount of funding they need to do their job. I encourage all my colleagues to support this bill and support full funding for the U.S. Coast Guard. It is simply the right thing to do for America.

Mr. Speaker, I reserve the balance of my time.

□ 1415

Mr. YOUNG of Alaska. Mr. Speaker, at this time, I yield to the chairman of the subcommittee who has done an outstanding job, a man who under-

stands the Coast Guard and really has been leading the Coast Guard for the last 6 years, the gentleman from New Jersey (Mr. LOBIONDO).

Mr. LOBIONDO. I thank the chairman for yielding, and I would like to thank Chairman YOUNG for his ongoing very strong support for the Coast Guard and their maritime missions.

H.R. 889, the Coast Guard and Maritime Transportation Act, authorizes nearly \$8.7 billion in funding for the Coast Guard in fiscal year 2006. This authorization includes funding to support each of the Coast Guard's important missions, including many that have been highlighted in response to the tragedy that occurred in the gulf region last year.

The Coast Guard is a unique entity within the Federal Government, as both a military service and a Federal agency with law enforcement abilities and wide regulatory responsibilities. The men and women of the Coast Guard carry out their missions every day to protect the safety and security of our Nation. Whether the mission involves saving thousands of lives, responding to oil spills, keeping our ports and waterways open, or boarding a suspicious vessel, the men and women of the Coast Guard work tirelessly.

However, we cannot allow the commitment that is being shown by the men and women of the Coast Guard to go on without a real commitment by this body to provide the service with the assets and resources necessary to carry out all of these missions that we have asked them to do. H.R. 889 will authorize the funding levels required to do just that.

H.R. 889 authorizes \$1.6 billion for the Coast Guard's Integrated Deepwater System, a critically important system. Every day our Coast Guard servicemembers must deal with the unfortunate reality that an aircraft or boat they command may lose power, spring a leak, or otherwise fail to operate. This is unacceptable. It puts the safety of our personnel and the success of their mission in real jeopardy. We must accelerate Deepwater to make replacement assets available now. I urge my colleagues to support funding levels in this bill and in the future to make this a reality.

H.R. 889 also includes important oil spill response and liability provisions originally included in the Delaware River Protection Act legislation that I introduced, along with Representatives SAXTON, CASTLE, ANDREWS, and SCHWARTZ, in the wake of the Athos I oil spill in the Delaware River. These provisions represent the first real effort in 15 years to strengthen our Federal oil spill prevention and response system. This bill will provide the Federal Government with the authorities that will enhance our capability to prevent and respond to future oil spills.

Once again, I would like to thank Chairman YOUNG for his strong support, Ranking Member OBERSTAR, as well as subcommittee Ranking Member